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C-O N-F-I-D-E-N-T-I-A-L <b>INFORMATION REPORT</b>																	
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SUBJECT  Nakhodka, Port Information																	
		DATE DISTRIBUTED 26-JULY-56															
		NO. OF PAGES 4															
SUPPLEMENT TO REPORT #																	
RESPONSIVE TO																	
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<p>The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7.7</p> <p>1. <u>Approach.</u> [ ] merchant vessel [ ] arrived at Nakhodka, USSR, with a cargo of 9450 tons of numbers three and four wheat on 20 May 56 [ ] The vessel picked up her pilot and two female interpreters at a point indicated as #1 on an overlay of Chart 1955 (Bukhta Nakhodka) [ ]</p> <p>vessel then followed a northerly course to round the offshore point of Bukhta Nakhodka. Thence, by use of range lights marked "F" and "G," the vessel proceeded directly to berth at Point #2 on the overlay.</p> <p>2. The entire approach was made during the night and "practically blind" because of the availability of only a small scale chart of the area. All lights marked on the overlay [ ] by letters "A" through "J" were plotted [ ] during the inward voyage. Following is a list of their coordinates and characteristics:</p> <table border="0"> <thead> <tr> <th></th> <th>Range of observation</th> </tr> </thead> <tbody> <tr> <td>A - 42-50-03 N occ (r) 6 sec 132-56-03 E</td> <td>12 miles</td> </tr> <tr> <td>B - 42-49-02 N fl (R) 132-56-03 E ( "A" and "B" comprise one set of range lights)</td> <td>17 miles</td> </tr> <tr> <td>C - 42-48-06 N fl (G) 132-53-01 E</td> <td>6 miles</td> </tr> <tr> <td>D - 42-48-07 N fl (G) 132-53-00 E</td> <td>6 miles</td> </tr> <tr> <td colspan="2">("C" and "D" apparently comprise another set of range lights.)</td> </tr> <tr> <td>E - 42-48-02 N occ 7½ sec 132-54-06 E</td> <td>12 miles</td> </tr> <tr> <td colspan="2">(This is described [ ] as Shuedova light.)</td> </tr> </tbody> </table>			Range of observation	A - 42-50-03 N occ (r) 6 sec 132-56-03 E	12 miles	B - 42-49-02 N fl (R) 132-56-03 E ( "A" and "B" comprise one set of range lights)	17 miles	C - 42-48-06 N fl (G) 132-53-01 E	6 miles	D - 42-48-07 N fl (G) 132-53-00 E	6 miles	("C" and "D" apparently comprise another set of range lights.)		E - 42-48-02 N occ 7½ sec 132-54-06 E	12 miles	(This is described [ ] as Shuedova light.)	
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NAVY review completed.

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- F - 42-48-05 N fl 7½ sec 6 miles  
132-54-03 E  
(Source called this Asafyeua light.)
- G - 42-48-07 N fl 5 sec and whistling  
132-54-04 E  
(Source stated this was a buoy, and that "F" and "G" comprise a range.)
- H - 42-47-00 N fl 5 sec and whistling  
132-58-00 E  
(Described by source as a buoy and as the Kreyser Shoal light.)
- I - 42-45-01 N fl 5 sec  
132-53-05 E  
(Source stated this was Klykouax Shoal light.)
- J - 42-45-03 N fl (G)4sec and whistling  
132-54-08 E

3. All light titles as reported [ ] were given him by the Soviet pilot. [ ] there was no indication of the presence of a submarine net or mine field at the entrance of Bukhta Nakhodka, but [ ] curious as to why they had to follow range lights to gain entrance to such a well-lighted and unencumbered harbor. [ ] it was possibly due to unfamiliarity with the harbor on the part of the pilot. [ ] the pilotage seemed to be rather poor and quite slow. The handling [ ] was also poor, and there was apparently only one tug available to moor vessels.
4. Security. [ ] customs, immigration and health officials met [ ] at [ ] berth. Inspection and search by all three departments were cursory, and only the radio room was sealed. There were no restrictions on the crew's possession of currency, cigarettes or liquor. Also, the crew was informed there would be no restriction on cameras or picture-taking while in Nakhodka. Accordingly, the vessel's third officer took 360 degrees around the harbor from the vessel's bridge as she lay alongside in her berth. (See paragraph #18 below.)
5. Security while at Nakhodka consisted of one armed guard of the Soviet Army at the foot of the Fernhurst's gangway. He wore a grey-green uniform with an overseas-type cap. Each member of the vessel's crew was issued a pass by the Soviet boarding party and was able to leave and board ship merely by showing this pass to the gangway guard. After passing this guard there were no further restrictions on the crew members' wanderings. All passes were collected when the vessel departed Nakhodka [ ]
6. Berth. The wharf [ ] extends approximately as shown in the overlay [ ] There is one set of standard gauge track extending the full length of the wharf (#5 on the overlay), and the vessel's load of grain was discharged into 50-ton cars. Discharging was accomplished by lifts with six-foot by eight-and-a-half feet "grabs" on seven-ton capacity cranes. Unloading was carried on around the clock and the freight cars were moved about by small steam shunting engines. Each of the vessel's hatches was manned by a crew of ten men, with two women sweeping down the entire deck alongside periodically. [ ] 12 cranes along the wharf, of the type that were used to unload his ship.
7. Across the wharf was a series of similarly constructed buildings running its full length (#6 on overlay [ ] These [ ] were purely storage sheds. Behind these buildings (#7 on overlay), a great

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deal of construction work was going on. [redacted]

[redacted] they were more sheds of the type already present.

8. At the position indicated by #4 on the overlay, [redacted] arrival of two Soviet troop ships loaded with army troops. [redacted] these were converted cargo vessels. Across the wharf in this area there were also several machine shops. Area #12 on the overlay, has either been filled or shows water in error [redacted] Water depth alongside the wharf was 29 feet.
9. Harbor. A great deal of freight-type truck traffic was noticed moving both ways along a road indicated by #9 on the overlay. [redacted]
10. [redacted] almost continuous blasting coming from areas #10 and #11 on the overlay, and [redacted] "would guess" that a submarine base existed at either #13 or #14 on the overlay. Two submarines were observed cruising on the surface at #8 on the overlay, in the direction indicated. [redacted]
11. At point #2 on the overlay [redacted] a tall chimney of the type [redacted] observed at oil refineries in Europe. [redacted] It looks as if the Russians are building up Nakhodka as a commercial center and saving Vladivostok strictly for the Navy."
12. General. Shore-going in Nakhodka was mostly confined to trips by crew members to an entertainment center [redacted] "The House of Rest and Culture." Here liquor and cigarettes were available. [redacted] some Soviets smoking US cigarettes, but all who smoked them were emphatic [redacted] that these cigarettes were no good.
13. [redacted] there was a great deal of strong feeling expressed against Americans [redacted] However, there was no overt attempt to sell Communism [redacted] One incident which occurred was that two women, who boarded with the pilot, were entertained by the ship's officers [redacted] The women, named "Alvera" and "Evelyn," were apparently ardent Communists, and made no attempt to hide their convictions during the time they were entertained. [redacted] both women were school teachers, teaching mainly English in Nakhodka, but that they were originally from the European USSR, having been in Nakhodka only a few years. They were used as interpreters because of their "almost perfect command of English."
14. It was noted [redacted] that the local harbor master also spoke quite excellent English.
15. The local population [redacted] seemed quite happy and content with their jobs. This conclusion he drew primarily from observing the hatch crews.
16. While in Nakhodka, [redacted] crew was required to use rubles for purchases ashore. These were obtained from the representative of the vessel's agents, Norflot, in Vladivostok. This representative also spoke good English [redacted]  
[redacted] The rate of exchange in Nakhodka was 11 rubles to the pound. This was considered exorbitant [redacted] and [redacted] the crew spent relatively little time in port.

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17.

The crew's freedom of access to the port and city and friendly treatment therein was greatly appreciated

20. There are certain discrepancies in the positions of the lights plotted out of position, and lights "F" and "G" should, it seems, plot north of the seaward point of Bukhta Nakhodka Harbor, with "F" as Asafyeus light and "G" as a buoy, forming the pair into a range. The remaining lights, with specific designations as to shoal or point also do not tally

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